

2. (Amended) The drive unit as set forth in claim 1, wherein the control unit causes the first electric motor to output a torque short of a torque necessary for running the engine continuously.

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cont 3. (Amended) The drive unit as set forth in claim 2, wherein the control unit causes the first electric motor to output an arbitrary constant torque.

4. (Amended) The drive unit as set forth in claim 3, wherein the control unit causes the constant torque to be outputted only for a predetermined time.

5. (Amended) The drive unit as set forth in claim 4, comprising:
first crank-shaft position detecting means for detecting the crank-shaft position, wherein the control unit makes the predetermined time variable according to a difference between a present crank-shaft position and the predetermined crank-shaft position.

6. (Amended) The drive unit as set forth in claim 1, comprising:
second crank-shaft position detecting means for detecting the predetermined crank-shaft position, wherein the control unit causes the first electric motor to output a torque until a crank-shaft is positioned at the predetermined crank-shaft position.

7. (Amended) The drive unit as set forth in claim 6, wherein the control unit causes the first electric motor to output a variable torque.

8. (Amended) The drive unit as set forth in claim 7, further comprising:
first crank-shaft position detecting means for detecting a crank-shaft position, wherein the control unit causes the variable torque to be outputted according to a difference between a present crank-shaft position and the predetermined crank-shaft position.

9. (Amended) The drive unit as set forth in claim 8, wherein the control unit has a variable torque map predetermined according to the difference between the present crank-shaft position and the predetermined crank-shaft position.

10. (Twice Amended) The drive unit as set forth in claim 8, wherein the variable torque is a torque along the cranking torque of the engine.

11. (Twice Amended) The drive unit as set forth in claim 1, wherein the predetermined crank-shaft position is at a highest cranking torque position for the engine.

12. (Twice Amended) The drive unit as set forth in claim 1, comprising:
a second electric motor, wherein the engine, the first electric motor and the second electric motor are mechanically connected to a wheel and the control unit controls the second electric motor so as to absorb a fluctuation in the torque to be outputted to the wheel during the prepositioning control.

13. (Amended) The drive unit as set forth in claim 12, wherein the control unit calculates the fluctuation of a torque to be outputted to the wheel from a torque outputted by the first electric motor.

14. (Amended) The drive unit as set forth in claim 12, wherein the control unit controls the second electric motor on the basis of a first torque correction map predetermined according to the prepositioning control.

15. (Amended) The drive unit as set forth in claim 14, wherein the control unit causes the first electric motor and the second electric motor to output torques simultaneously.

16. (Twice Amended) The drive unit as set forth in claim 1, wherein the control unit executes the prepositioning control prior to the raising of the engine to the speed for the ignition.

17. (Amended) The drive unit as set forth in claim 16, wherein the control unit controls a speed of the first electric motor at a time when the engine is raised to the ignition speed for the ignition.

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18. (Amended) The drive unit as set forth in claim 16, wherein the control unit controls a torque of the first electric motor at the time when the engine is raised to the speed for the ignition.

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19. (Amended) The drive unit as set forth in claim 18, wherein the control unit controls the torque of the first electric motor on the basis of a predetermined map.

20. (Twice Amended) The drive unit as set forth in claim 16, wherein the control unit controls the second electric motor so as to absorb a torque fluctuation to be outputted to a wheel at the time when the engine is raised to the speed for the ignition.

21. (Amended) The drive unit as set forth in claim 20, wherein the control unit calculates the fluctuation of a torque to be outputted to the wheel from a torque outputted by the first electric motor.

22. (Amended) The drive unit as set forth in claim 20, wherein the control unit controls the second electric motor on the basis of a second correction map predetermined according to the raising of the speed of the engine for the ignition.

23. (Twice Amended) The drive unit as set forth in claim 20, wherein the control unit further controls the second electric motor on the basis of a third torque correction map predetermined according to a crank-shaft position of the engine.

24. (Twice Amended) The drive unit as set forth in claim 22, wherein the control unit causes the first electric motor and the second electric motor to output torques simultaneously.

25. (Twice Amended) The drive unit as set forth in claim 16, wherein the control unit makes the prepositioning control if the drive demand of a driver is no more than a predetermined value.

(4) (b) 26. (Twice Amended) The drive unit as set forth in claim 1, wherein the control unit executes the prepositioning control subsequent to the engine being stopped which is caused by lowering an engine speed forcibly by a generator after a fuel cut.

27. (Amended) The drive unit as set forth in claim 26, wherein the control unit controls the second electric motor so as to absorb a fluctuation of the torque to be outputted to a wheel while the engine speed is forcibly lowered.

28. (Twice Amended) The drive unit as set forth in claim 1, further comprising:
a one-way clutch for blocking a reverse running of the engine.

29. (Amended) A drive apparatus, comprising:
a first electric motor for that raises an engine to a speed for an ignition; and
a control unit for controlling the engine and the first electric motor, wherein
the control unit controls the first electric motor so that the cranking torque during the
motoring may be a predetermined torque.

REMARKS

Claims 1-29 are pending. By this Amendment, the Abstract, specification and claims 1-29 have been amended.

The attached Appendix includes a marked-up copy of the substitute specification (37 C.F.R. §1.125(b)(2)) and claims (37 C.F.R. §1.121(c)(1)(ii)).

By this substitute specification, Applicants have amended the specification. A marked-up copy of the original specification, in which deletions are indicated by strike-through and additions are indicated by underlining is also attached. The substitute specification places the application into proper idiomatic English and corrects minor informalities. No new matter is added by the substitute specification.

Prompt and favorable examination is respectfully requested.